



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Joss Besse

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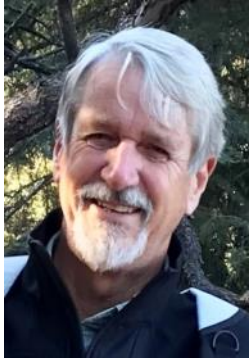
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Commodore's Corner

By Joss Besse



With last summer's successful season well behind us, the 2018 began with the Change of Watch, held on January 27. It's always fun to see old friends, thank retiring Board members, welcome incoming ones, and make our annual awards for the Yachtsperson of the Year and Commodore's Cup. While you will read more about the recipients for those awards later in this Binnacle, I want to add my thanks to Lois Lynch and Doug White for their generous contribution of both time and skills to the club—and to so many of you for your contributions as well.

We also noted at the COW that James Kurfis, who had been elected to the Board at October's Annual Meeting, has resigned for family reasons. Thankfully, Jean Sievert agreed to continue as Treasurer for the next year, or less if we can identify a replacement earlier. Many thanks, Jean!

The 2018 operating and capital budgets were adopted in January. The operating budget shows a minimal increase – mostly for Stewards (increasing service in September), House (tackling some deferred projects, as outlined later in this Binnacle), Boats (building a new mooring puller), and Grounds. We happily continued funding for the Family Playgroup gatherings and the Speaker Series, which have been enormously popular and have added more breadth to our social calendar. And we added a small-line item to the budget for a new "Commodore's Potluck" on June 29th. With so many of our social events focused on segments of the membership—racing, cruisers, and families—we wanted try adding a new event that would bring everyone together. The club will provide burgers, and Hilary and I will work the grill.

The capital budget includes the purchase of a new RIB. The old one is several decades old and leaks air prolifically. While the RIB is used a lot by the Junior Sailing program, it is also used for races and as an emergency launch; it's imperative that we have a reliable boat. We also budgeted for a new section of dingy dock, to be built by volunteers this spring.

This winter is starting to feel a bit like last summer—it just can't quite settle down. Hopefully, like last summer, it will turn around and we will have a strong end of season, leading to a great 2018 on the water at LCYC!



Yachtsperson of the Year—Lois Lynch

By Ann Clark

At this year's Change of Watch dinner, the Board of Governors named Lois Lynch the 2017 Yachtsperson of the Year. First awarded in 1973, the Board of Governors gives the award to that member "who has shown outstanding participation in and service to the club." Lois was chosen because she represents the quintessential volunteer, steadily working at the club in a very humble and quiet manner to assure it's the kind of place that we all cherish. Lois said that she was stunned and humbled by the award.

At work days, you can always pick out Lois because she is the one who arrives with bucket, mop and cleaning supplies in hand, and will be cleaning bathrooms well before the donuts and coffee are put out. She's a regular volunteer on the social committee, baking, cooking, and overseeing tables with food that always looks gracious and inviting—or as some say, in a "Martha Stewart manner." You can tell what Lois has made for an event because her ingredients are always listed on a label next to the dish. That's because she's sensitive to the needs of everyone, including those who are lactose intolerant. Her specialty is veggie platters with Aioli dip. At cruiser potlucks, you will often hear comments about how beautiful her food looks and how beautifully it's displayed. And if you have appreciated the beautiful flower arrangements at club events, understand that she is likely behind the work that went into them.

Lois and her husband Mike joined the club in 1973 and can often be seen sailing on the lake with younger extended members of their family aboard their C&C 32, Calypso. You can always identify Lois because she is well covered, from head to toe, in white clothing.

In his Change of Watch address, Commodore Joss Besse talked about his goal of increasing the level of volunteerism at the club. Lois embodies all he spoke of, clearly representing the standard of volunteerism to which all members should aspire.



Lois Lynch



Lois and her husband, Mike, at Alaska's Glacier Bay National Park in the fall of 2017

2018 Commodore's Cup Recipient—Doug White

By Lynnea Rosner

LCYC is fortunate to have a number of “Jack of all trades” within its membership ranks, but one name that clearly floats to the top is Doug White. Doug more than meets the requirements for the Commodore's Cup—a club member recognized by the board as most worthy of club recognition for their noteworthy cruising endeavors, undertakings, or experiences in a given year or cumulatively, on or off the lake.

Doug and his wife Martha have been club members since 2007, and Turtledance, their Beneteau 42 serves as the club sentry, moored on the outer edge of the mooring field. Over the years he's spent many nights aboard Turtledance, keeping a watchful eye on the fleet. He's also spent hours helping club members, whether catching lines when docking or sorting out complex problems that are part and parcel of owning a boat.

Doug dispenses smiles, hugs and a helping hand to everyone from driving the launch at the end of the season to rescuing member's boats that have gone walkabout after storms. That's a role he's well qualified to handle, having earned his captain's license before he turned 20. He's also been a delivery captain for Beneteau.

Doug recently lent a hand helping when Todd Toensing and Beth Kohler took the plunge into cruising, joining them on their initial trip to the Bahamas aboard Southern Cross II, and then delivering the boat back to the States for them. He and Martha were aboard again as crew when SC2 did the race from Miami to Havana this past March, finishing 1st in class. Last June, he joined Mary and Chris Lintermann for the Marion to Bermuda race aboard Shanti, their Azuree 46, where they finished 10th overall.

Ashore, he and Martha have prepared the Macdonough Breakfast for years—I can attest to the fact he's a great cook, having been treated to many breakfasts aboard Turtledance. Perhaps that talent springs from his stint with the Grateful Dead in the 1980s, where he was in charge of feeding the band on one of their East Coast/Miami tours.

Doug is also active in the greater sailing community—outside LCYC. He's the “go-to-guy” for Healing Winds, a local non-profit that, according to its mission statement creates lasting memories for individuals with cancer, and their loved ones, through the therapeutic experience of sailing. A founding member, he checks out possible boats for them. Last May, he served as delivery captain bringing their latest acquisition, “Healing Winds,” from Westbrook, CT to Burlington.

With an eye toward extended cruising off the lake, Turtledance was recently refitted with gear familiar to cruisers and now sports a sturdy arch for solar, roller furling, an Ernie Reuter-designed dodger and bimini, and new cruising sails. Doug and Martha have been a welcome addition to the cruising fleet, joining us for a number of events. And when there are hurdles to overcome, we can always count on Doug to keep us going.





Doug and friend.

2017 Change of Watch

By Ann Clark



Club members left their skis, flannel shirts and long underwear at home on Saturday, January 27 to enjoy the warm ambiance of the Burlington Country Club and the fellowship of club members. It was a lively evening filled with conversation and merriment. Plus, we were excited to meet new club members Daniel and Eloise Fauvelle who traveled from north of Montreal just to join us.

Commodore Joss Besse spoke about the importance of volunteerism to keep the club maintained and events running smoothly. He also paid tribute to outgoing Board of Governors Gerry Davis (regatta), Scott Bowen (secretary/membership), Marc Gamble (communications), Don Holly (grounds), and Bob Schumacher (docks). We then welcomed new board members James Unsworth (regatta), Kristin Knight (secretary/membership), Michael Kerbaugh (docks), Dave Powlison (communications) and Tom Glynn (house). Board member Mike Clapp has moved from house to grounds and we are pleased that our capable treasurer Jean Sievert has agreed to stay on board for another year.



Joss also introduced the new club officers: Bill Bresee (Vice Commodore), Dave Powlison (Rear Commodore), Bob Finn (Harbormaster), Kristin Knight (Secretary) and Jean Sievert (Treasurer).

If you have never attended the Change of Watch, we encourage you to join us next year. It's a great opportunity to reconnect with fellow club members, enjoy some great food and start looking forward to spring.



Chartering in the BVI post-Irma – Much the same, only better!

By Jean Sievert



Last September, Irma, the most powerful hurricane ever recorded, slammed into the British Virgin Islands. Images that appeared of the aftermath showed unfathomable destruction. This is my family's story of touring the islands by sailboat, four months into the recovery.

The BVI were not on our radar screen when my father, LCYC member Peter Idleman, my brother, Bruce, and I began dreaming of an immediate escape from the bitter cold that enveloped Vermont in early January. However, other destinations were quickly ruled out as being either being too shallow for mono-hull purists like us or too logistically challenging. We wondered, were the BVI even a possibility?

A few phone calls later and we had our Sunsail reservation in Tortola and flights into nearby Beef Island in hand. Within days, we were in the BVI and ready to step aboard our charter boat.



Moorings/Sunsail base in Tortola- Scaled back but quite presentable.

Outwardly, the Moorings/Sunsail base looked much the same as we remembered it, but a little poking around the grounds revealed stacks of damaged catamarans. The distant docks were lined with dismasted and otherwise battered boats whose futures are likely still in limbo. Anchored a bit offshore was a barge loaded with a dozen mangled catamarans destined for Africa where they will be stripped and dismantled. In stark contrast, many of the 30 new Moorings/Sunsail boats sat at the docks. The surviving fleet of 150 boats may seem large until you realize that they had 500 boats prior to Irma. Among those awaiting crew was our sparkling 41-foot Jeanneau, known as simply as “Hull 309.”

For our dockside orientation, a particularly cheerful representative from Sunsail jumped aboard and immediately apologized if it was difficult for us to understand her speech because she had recently lost several teeth. We later learned that she and her family had been huddled under their kitchen table when the windows shattered and the roof blew off their house. She was found unconscious many hours later, some distance away.

We were forewarned that most of the restaurants frequented by sailors were still closed, and they were, but the grocery store in Road Town was not, and it surpassed our expectations. Ultimately, it was also possible to replenish basic provisions and ice throughout the trip.



Barge loaded with broken catamarans bound for Africa.

We settled on the tried-and-true counter-clockwise itinerary through the BVI. Motoring through the inner harbor, we passed sunken boats whose masts protruded eerily from the water as well as dismasted live-aboard boats, covered in tarps, dinghies bobbing hopefully off the stern. Once out into the Sir Francis Drake Channel, the islands looked much as they always had, although closer examination revealed still severely defoliated trees and other scars.



Navigational hazards in Road Town Harbor.

What really struck us (as different and better!) was the solitude. Before the hurricane, the main passages through the islands looked like Shelburne Bay on a perfect August weekend af-

ternoon. But now we seldom saw another boat—in any direction. The mooring fields were also empty, which meant we could sail well into the late afternoon and be assured a choice spot, something we never could have done before.



The Baths – plenty of space on the dinghy line.

Irma's eye made initial landfall over the northeast corner of Virgin Gorda, shattering everything in its path. The iconic Bitter End Yacht club was a particularly heart-breaking sight: a jumble of lumber and boats with virtually no evidence that any cleanup had begun. Storm surge had deposited massive inter-island freighters high and dry on the rocks on opposite shores of the North Sound. What the front end of the storm didn't finish off, the back end did. It was hard to imagine how these might be refloated. High-end vacation homes perched on the ridgelines were stripped of anything not made of concrete.



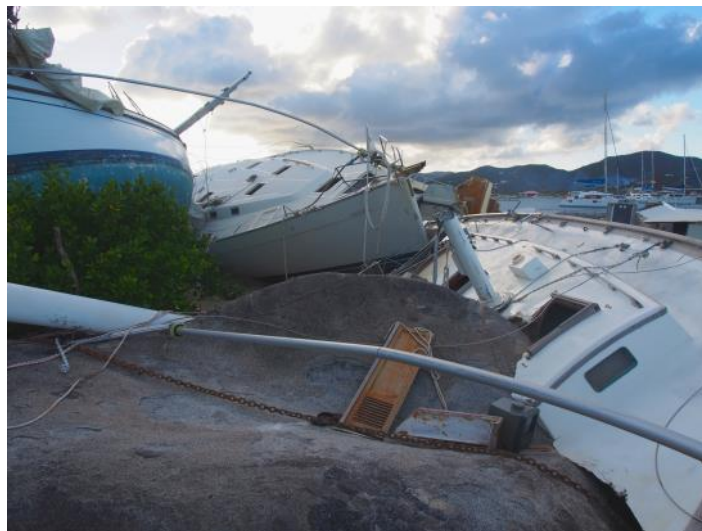
The Bitter End Yacht Club. Smashed to pieces and no signs of cleanup or recovery, yet.

We went ashore in Leverick Bay, which was somewhat sheltered by a steep hillside, where a shopkeeper described how it took days for the first responders to arrive. They were British soldiers. Anticipating the worst, their first task was to unload body bags. Despite a direct hit, quite miraculously, there were no fatalities on Virgin Gorda.



Hollowed-out vacation homes on ridge over North Sound in Virgin Gorda

Trellis Bay, a popular pick-up and drop-off point for the airport on Beef Island and also a recommended hurricane hole, was another scene of utter devastation. Dozens of 30- and 40-foot live-aboard boats had been dragged ashore and piled on each other. Three of the hulls were affixed with notices from the official BVI “Receiver of Wrecks,” identifying the owners and advising that they had one year to claim their vessels and state their intentions for recovery. What valuable boat parts nature had not claimed, looters had; there were many winch-less cockpits.



*Boats aground in Trellis Bay.
Note how the wave action ground this hull to conform to the rock.*



Freighters, high and dry in North Sound on Virgin Gorda

The hardships and challenges of ordinary citizens came into focus when we reached Jost Van Dyke. Irma's wind and storm surge obliterated the already fragile beachfront community in Great Harbor, where we stopped for the night. My first thought was that very little cleanup had taken place, but images I found online of the immediate aftermath disproved this.



*Famous (infamous?) Foxy's Bar
A new interpretation of "IRMA"*

Foxy's, the legendary watering hole, had been extensively repaired, and other simple lean-to-like shops and bars were in varying state of reconstruction. Repairs to homes, the school and



*Demolished church in Great Harbor on Jost Van Dyke, awaiting a new roof.
The pews and altar had been moved to an adjacent tent.*

the church will hopefully accelerate as businesses reopen and livelihoods are restored. As we walked along the beach, a local girl about 10 years old extended her arm to us and said, “Thank you, thank you for coming!” We took turns giving her hand a gentle squeeze of encouragement.



*Snorkeling in Kelly Bay near the Bight on Norman Island,
which we shared with one other boat.*

Back when we booked our charter, we received an email from the Premier of the BVI, extending us a warm welcome and acknowledging that we were among the first tourists to visit since Hurricane Irma ripped through the territory. Our business, he underscored, was essential to getting the islands' brave and determined people working again. He asked us, upon our return home, to tell our friends that the British Virgin Islands are still as beautiful as ever, open for business and bouncing back. He was so correct. Please consider visiting! The water is still turquoise, the wind continues to blow, the sun still shines and there will likely never again be an opportunity to practically have the place to yourselves.



Anagada, unscathed, with a double rainbow.

Binnacle Contributions

Have a story to tell, an event to talk about or photos to share with the LCYC community? Contact Dave Powlison dave.powlison@gmail.com to find out about the possibilities of including your work in the Binnacle. We'd love to have it!



Vipers Draw Largest Fleet Yet for LCYC Regatta



By Dale Hyerstay

In 2014, 11 boats showed up for our inaugural Viper regatta. But we knew that, like bees hunting for nectar, the visiting boats would go back to their respective racing hives and spread the word about the rich Lake Champlain racing nectar they had discovered. The hives must have really been buzzing, because the next year, the number jumped to 16, and the following year, 18. This past summer we drew 22 boats, double the number of our first year, with boats from Connecticut, South Carolina, Virginia, New York, Massachusetts, Canada, and of course, our home fleet.

The highlight of the six-race regatta was Peter Beardsley's resolution to end the three-year domination of first place by Dave Nickerson & Moise Soloman, from Mystic River Mudhens in Noank, Conn. Beardsley, from Larchmont YC, placed third in the first two LCYC regattas, but missed the 2016 event. As if announcing their intentions, Beardsley was the first boat to register in 2017, and did so with a new boat and a new co-owner, Jay Rhame. They did what they set out to do, winning every race but the last, which was their throwout. Nickerson/Soloman finished second. In third was Peter Fernberger and his family crew in *Amelie*. They missed the 2014 regatta when their car caught fire on I-89 on their way to LCYC. We offered to apply their 2014 fee to the next LCYC regatta attended, which turned out to be the 2017 regatta.

The Viper regatta is truly a club event. LCYC members—and not just racers—provided volunteer support that included 18 on-the-water staff, 2 on the protest committee, 2 on the rescue plan team, 4-5 to staff meals, and 14 LCYC member families who hosted 46 sailors from 17 different boats. The fleet offers a big thank you LCYC for continuing to host this event and to all the club members who stepped up to help make this one of our club's premier events.



Around the Club

Junior Sailing Looks Ahead to a Busy Season

By Kevin Hawko

Our Junior Sailing webpage has been updated, new registration links are up and running, and we're ready for 2018! LCYC members can begin signing up their junior sailors starting on Thursday, February 1. Registration for the general public opens on March 1.

Our busy season starts off with MBBC hosting the Champ Chase regatta. Our juniors will race Optis and FJs against juniors from MBBC, Lake Champlain Community Sailing Center, Northern Lake George YC, Lake George Club, and Saratoga YC. The following week, they travel to Hague, NY, where NLGYC hosts the Cheeseburger Regatta. There, our junior sailors will enjoy the hospitality of host families, compete on beautiful Lake George and cap off the trip with ice cream at The Windchill!

We're also excited to offer a Thursday evening junior race clinic program that focuses on developing race crews with an emphasis on building teamwork, boat handling and race tactics. Open to FJ sailors only, it begins on June 21 and runs throughout the summer sessions from 5:30 to 7:00 pm. The first four weeks of the program can be used to fulfill the race clinic prerequisite for sailors wanting to participate in the Champ Chase and/or Cheeseburger junior regattas. No evening race clinics on 19 July and 26 July, as these are regatta weeks.

We are recruiting for several instructors and a junior instructor for this summer, as the long-standing LCYC junior sailing duo of Noah Allen and Charlie Maitland are pursuing summer internships as part of their respective degree programs. If you know anyone who is interested in becoming an instructor, please see the job description posted in the Junior Sailing section of the LCYC webpage (<http://lcyg.info/junior-sailing/jobs>). Full-time instructors need to be at least 18 years old by June 1, 2018, and they need to have a current US Sailing Small Boat Instructor (level 1) certificate. We also are accepting applications for Instructor-in-Training roles, which is a great way for sailors to gain experience working with our junior sailors and learn the ins and outs of being an instructor. Applications for all of our positions must be submitted to me no later than March 15, 2018.

On workday, we'll be looking for plenty of help to unpack the Sharpie Building and get our FJ and Opti fleets cleaned up and ready to go for the 2018 season. In the meantime, do your best snow dance and get out and enjoy the remainder of winter!



House Update

By Tom Glynn, House Chairperson



In addition to the normal operation and maintenance of our two buildings, this year the House Committee will undertake a two-pronged program to address issues that have been developing with the clubhouse over recent years. We will focus our attention on the building's roof and the rotting wooden trim.

While the roof is not currently leaking, it is nearing its useful life expectancy. We should be planning on replacing it in the next 3-5 years. Because of the troubled history of the roof, including the cupola leaks, we will spend this summer further investigating the problems and questions surrounding the roof to develop a plan for its replacement that addresses these issues as well as whether to retain the cupola, remove it, or modify it to insure that we don't repeats the problems that we have experienced in the past. This will involve hiring a contractor to open up the questionable areas of the roof inspect them, temporarily protecting them, and restoring them when finished.

As we are developing the long-term plan for the roof, we will also carry out short-term repairs to areas of soffit, drip edge etc. that are not functioning and are showing signs of water infiltration or rot.

The wood trim at the base of the support posts along the north side walkway and on the east side adjacent to the steward's office are also showing significant rot. The good news is that the rot is limited to the 3/4 inch wood trim that clads the 4x4 structural wood posts. The posts are pressure treated lumber and show no sign of deterioration. This issue will be addressed by saw cutting the wood trim at a point higher than the height of the rot on the worst post, removing the trim below that point and replacing it with synthetic board that can be painted to match the existing trim. New molding will cover the cut line between the existing trim and the repair. All trim will be caulked and painted.



The door to the ladies' room was broken probably by slamming shut by the wind with the dead bolt extended. We will replace the door and may replace the other two bathroom doors as well, if we can find a door that can take harder use.

Club members can accomplish the short-term roof repairs and the work on the columns if we can put together a team with reasonable carpentry skills. If not we will have to contract for this work.

Also, under the leadership of Communications Chair Dave Powlison, The club will purchase a sound and projection system to be used for guest speaker events and other functions such as skipper's meetings, work day etc. Dave is also working a shading system that will allow us to darken the room from inside the club for daytime presentations.

Lastly, it is club policy to encourage the membership to use our facilities to the fullest. If you wish to host a private function at the club please contact me about scheduling, the required fees, insurance and other paperwork. Private functions of more than 10 persons are permitted on Monday, Tuesday and Thursday only.



Harbor Activities

By Bob Finn, Harbormaster



I am pleased to report that there were no mooring related “events” during 2017. I salute the efforts of Champlain Divers and the cooperation and vigilance of our members. It was also the first of five seasons during which 20% of all 155 moorings will be removed from the water and completely replaced.

We undertook the replacement program to accomplish two things. First, we wanted to collect data on the condition of each mooring. Second, we did it to provide added insurance—doing all we can to ensure each boat is secure and reducing the risk that a boat might break loose and damage surrounding boats. To do this, we are completely replacing 31 moorings each year with new, upgraded hardware. Within five years, all 140 of the club chain moorings will have the upper section increased from three-eighths to one-half inch chain and hardware.

How did this first year’s batch look? Of the 31 moorings pulled this year, several were clearly ready to fail under the stress of a prolonged gale. It may not sound like a lot, but if your boat was on or near one of those moorings at risk, it should be reassuring to know that everything possible is being done to eliminate the chance of an “event”.

LCYC also has 15 Hazelett elastic mooring systems, mostly in the shallow, southwest sector of the harbor. These too are part of our replacement program and, for the first time in more than fifteen years, two have been taken out of the water for evaluation and replacement.



We won't identify who owned these moorings, but with new ground tackle, their boats will be a lot safer this coming summer.

Our mooring replacement program is dedicated to mitigate risk, enhance the security of our harbor facilities, and allow all to rest more easily during gales.

Do you know a good steward candidate?

By Bill Bresee, Stewards Chair



It's that time of year again. I am looking to fill a few slots for summer 2018 stewards. I am especially interested in stewards who will be local and can work during early and late season. If you know of any 17+ age people who are interested in adding Coast Guard Certification, First Aid Certification, and true responsibility to their resumes, let me know. The primary criteria are good boat handling skills and experience on the water, a good attitude, responsible, good customer service attitude, and an eagerness to make good compensation while working outside with a great group of members.

All interested parties should reach out to me directly.

LCYC Website Tip

Want to know more about what's going on at the management end of the club? You can access Board of Governor's minutes by logging onto our website and then going to "Club" at the top of the page, then "Management" and finally "Minutes of Board of Governors' Meetings." Or you can go to: <http://lcyf.info/club/management/minutes>



Boats Update

By Jeff Bourdeau



LCYC has six powerboats to serve club members. Most are familiar with and have regular contact with our two launches, the Nautilus and the Milo. Our other boats include the Dinse (Albin 27'), a whaler (Montauk 17'), a RIB (Rigid Inflatable Boat) and the often-forgotten mooring puller (a wood-decked pontoon boat). Here's an update on each.

Nautilus and Milo: The real workhorses of the club. They are used seven days a week from May through the beginning of September. The Nautilus is going on its third year after a complete overhaul to the hull and brightwork and a conversion from diesel to electric power. The Milo is entering its second year after a complete hull refurbishment and wiring upgrades. Both boats are expected to serve us well into the future.

Dinse, whaler and RIB: Support boats to the racing and junior sailing programs. The Dinse serves as committee boat for all club races as well as any junior championships we host. The whaler and RIB are used in all junior events and many of the club-sponsored races.

Upcoming Improvements: The mooring puller deck will be replaced this spring due to rot and fatigue. The decision to replace the mooring puller was an easy decision for the Board. It involves purchasing new decking wood and a minor amount of hardware. It will involve a day's work by several volunteers. If you're interested in helping out, let me know.

The Board has also decided to replace the RIB this year. The Board has been anticipated replacing this expense for several years now, as the pontoons are leaking, and the boat's overall condition has deteriorated. The junior sailing program relies heavily on this boat, not only as a platform for instruction but a safety boat, so it is important that it be dependable and safe. Research has begun on finding a replacement to the existing boat. This will be a capital budget expenditure.



Scuttlebutt (Editor's notes)



Like most of you, my sailing off season is filled with stuff to do. I am trying to sell my old boat and buy a new one, take care of a grandchild, look after some property, and put new hardwood floors in my house to name a few projects. I am also a trustee of my church, The Federated in Williston, where we are trying to raise funds to build a new steeple. So busy enough, but then in the midst of the Christmas season a couple of pipes burst in the church and we had the emergency, then the clean up and then the restoration to deal with. (Lest you pity me too much I am also getting ready for a week in Martinique.

In the midst of all this our steeplejack called and alerted me to the fact that he would be up in the steeple “pondering” the work to be done.

Now he is sort of what I think of as a Vermont contractor type guy-young and strong. And the work of rebuilding a 1860's structure is both simple and complex, as post and beam can be.

Still I was struck by the idea that in the midst the complexity of all of plan drawing and materials ordering and scheduling, he needed to take time alone and in quiet to just “ponder” the work before him.

Isn't that, in the hubbub of daily life, something we should all take a little time to do? I know that I need to.

Peace
Tony Lamb